

interim model for the ten load cases used in this report. In Figure 117 (a), Nash/Caldwell/Wilson refers to cases from Nash, Caldwell, and Wilson County test sites. Since the ultimate resistance values of the I-40 and I-85 test shafts were estimated from several layers of weathered rock, the profile of the ultimate resistance has an irregular shape with depth, as shown in Figure 117 (b).

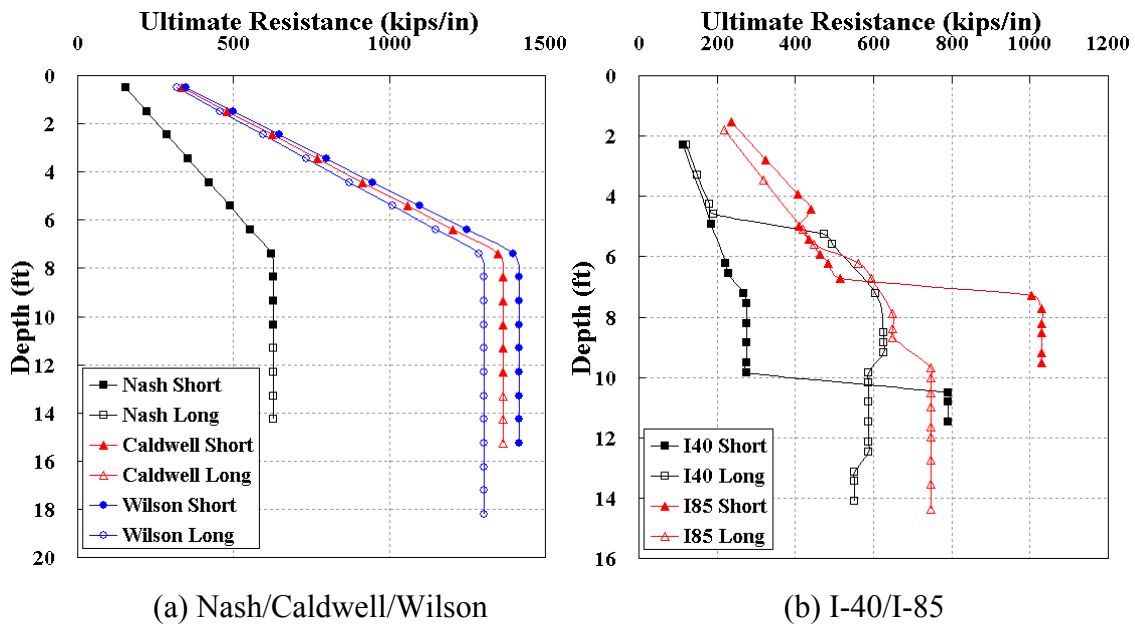


Figure 117. Ultimate resistance for Reese's Weak Rock model

Using Reese's model, P-y curves for the 10 lateral load tests were generated and are presented in

Figure 118 (a) to (j). Four representative curves are presented in

Figure 118 for each case as illustration of their shape and magnitude.